

AMENDMENT TO THE CLAIMS

Please amend the presently pending claims as follows:

1. (Original) A hybrid vehicle assembly comprising:
 - an electric motor/generator, which is operable as a motor
and as an electrical energy generator;
 - an engine;
 - a connection between the electric motor/generator and the
engine;
 - a first electrical storage mechanism connected to the
electric motor/generator for selectively powering the
electric motor/generator;
 - an energy conversion device continuously connected to the
engine;
 - a second electrical storage mechanism; and
 - a voltage reducer coupled to the first electrical storage
mechanism, the energy conversion device and the second
electrical storage mechanism so as to provide charge
from the first electrical storage mechanism, the energy
conversion device and the electrical energy generator
to the second electrical storage mechanism.
2. (Original) The hybrid vehicle assembly of claim 1 and further
comprising:
 - a motor controller for rotating and controlling the
rotational speed of the electric motor/generator;
 - a process controller to control the engine, the process
controller controlling the engine to vary a rotational
speed of the engine so as to be substantially
synchronized with the speed of the electric
motor/generator; and
 - a mechanical connection for connecting the engine to drive
at least one ground engaging drive wheel when the

engine speed is substantially synchronized with the electric motor speed.

3. (Original) The hybrid vehicle assembly of claim 2, wherein the process controller is connected to the motor controller to selectively switch the electric motor/generator to operate as the electrical energy generator for charging the first electrical storage mechanism when the engine is connected to drive the ground engaging drive wheel.

4. (Original) The hybrid vehicle assembly of claim 1, wherein the voltage reducer has a voltage input, which is connected to both the energy conversion device and the first electrical storage mechanism.

5. (Original) The hybrid vehicle assembly of claim 1, wherein the connection between the engine and the electric motor/generator is mechanically releasable.

6. (Original) The hybrid vehicle assembly of claim 1 and further comprising a drive shaft, which is coupled to the engine.

7. (Original) The hybrid vehicle assembly of claim 6, wherein the drive shaft is selectively coupled to the engine.

8. (Original) The hybrid vehicle assembly of claim 6, wherein the drive shaft is also coupled to the electric motor.

9. (Original) The hybrid vehicle assembly of claim 1 wherein the electric motor/generator and the energy conversion device are the sole sources for charging power for the first and second energy storage mechanisms on the hybrid vehicle assembly.

10. (Original) The hybrid vehicle assembly of claim 1 wherein the energy conversion device comprises an alternator.

11. (Original) The hybrid vehicle assembly of claim 1 wherein the energy conversion device converts between electrical and mechanical energy.

12. (Original) The hybrid vehicle assembly of claim 1 wherein the first and second electrical storage mechanisms each comprises a battery.

13. (Currently Amended) A hybrid vehicle comprising:

- an electric motor and an engine, both of which are drivably connectable to propel the vehicle;

- a first electrical storage mechanism on the vehicle for powering the electric motor;

- a single energy conversion device continuously coupled to the engine for providing a charging power output to the first electrical storage mechanism ~~whenever the engine is running;~~

- a second electrical storage mechanism on the vehicle for providing power to vehicle accessories at a lower voltage than the first electrical storage mechanism; and

- ~~a voltage reducer having an input power supply coupled to both the single generator, and the first electrical storage mechanism and having an output coupled to the~~ second electrical storage mechanism to provide charging power at the lower voltage to the second electrical storage mechanism.

14. (Original) The hybrid vehicle of claim 13 wherein the electric motor is operable as a generator when the engine is

propelling the vehicle to provide charging power to the first and second electrical storage mechanisms, the single generator and the electric motor being the sole sources for charging power on the vehicle.

15. (Original) The hybrid vehicle of claim 13 and further comprising:

- a motor controller for rotating and controlling the rotational speed of the electric motor;
- a process controller coupled to the engine for varying a rotational speed of the engine so as to be substantially synchronized with the speed of the electric motor; and
- a mechanical connection for connecting the engine to drive at least one ground engaging drive wheel when the engine speed is substantially synchronized with the electric motor speed.

16. (Original) The hybrid vehicle of claim 15, wherein the electric motor is switchable to a generator mode, wherein the process controller is connected to the motor controller to selectively switch the electric motor to the generator mode for charging the first electrical storage mechanism when the engine is connected to drive the ground engaging drive wheel.

17. (Original) The hybrid vehicle of claim 13 and further comprising a connection between the engine and the electric motor, which is mechanically releasable.

18. (Original) The hybrid vehicle of claim 17 and further comprising a drive shaft, which is selectively coupled to the engine.

19. (Original) The hybrid vehicle of claim 18, wherein the drive shaft is also coupled to the electric motor.

20. (Original) The hybrid vehicle of claim 13 and further comprising at least one ground engaging drive wheel, which is rotatable by the engine and the electric motor.

21. (Original) The hybrid vehicle of claim 13 wherein the single energy conversion device comprises an alternator.

22. (Original) The hybrid vehicle of claim 13 wherein the first electrical storage mechanism comprises a battery.

23. (Original) The hybrid vehicle of claim 13 wherein the second electrical storage mechanism comprises a battery.

24. (Original) A vehicle assembly comprising:
 an engine, which is drivably connectable to propel the vehicle assembly;
 a first electrical storage mechanism on the vehicle assembly and having a first voltage;
 a second electrical storage mechanism on the vehicle assembly for providing power to vehicle accessories at a second voltage, which is lower than the first voltage; and
 an energy conversion device, which is continuously coupled to the engine and is coupled to the first electrical storage mechanism; and
 a voltage reducer having an input coupled to both the energy conversion device and the first electrical storage mechanism and having an output at the second voltage, which is coupled to the second electrical storage mechanism to provide charging power at the second

voltage to the second electrical storage mechanism.

25. (Original) The vehicle assembly of claim 24 wherein the energy conversion device comprises an alternator.

26. (Original) The vehicle assembly of claim 24 wherein the energy conversion device converts between electrical and mechanical energy.

27. (Original) The vehicle assembly of claim 24 wherein the first electrical storage mechanism comprises a battery.

28. (Original) The vehicle assembly of claim 24 wherein the second electrical storage mechanism comprises a battery.

29. (New) A hybrid vehicle comprising:
 an engine drivably connectable to at least one drive wheel to propel the vehicle;
 an electric motor drivably connectable to the at least one drive wheel to propel the vehicle;
 a first electrical storage mechanism on the vehicle and coupled to the electric motor for powering the electric motor at a first voltage;
 an energy conversion device, which is mechanically coupled continuously to and actuated by the engine, and which is electrically coupled to charge the first electrical storage mechanism during a time that the electric motor drives the at least one drive wheel, during a time that the engine drives the at least one drive wheel, and during a time that both the engine and the electric motor drive the at least one drive wheel;
 a second electrical storage mechanism on the vehicle for providing power at a second voltage, which is lower

than the first voltage; and
a power supply, which is electrically coupled to provide
charging power from the energy conversion device to the
second electrical storage mechanism.

30. (New) The hybrid vehicle of claim 29 wherein the power supply
comprises a switching power supply.

31. (New) The hybrid vehicle of claim 30 wherein the switching
power supply channels current to the first electrical storage
mechanism at the first voltage or to the second electrical
storage mechanism at the second voltage.

32. (New) The hybrid vehicle of claim 31 wherein the switching
power supply comprises a voltage reducer, which reduces an output
of the energy conversion device to an appropriate level,
depending on whether the switching power supply channels current
to the first electrical storage mechanism or to the second
electrical storage mechanism.

33. (New) The hybrid vehicle of claim 29 wherein the power supply
comprises a voltage reducer, which is coupled between the energy
conversion device and the second electrical storage mechanism and
reduces an output from the energy conversion device from the
first voltage to the second voltage for charging the second
electrical storage mechanism.

34. (New) The hybrid vehicle of claim 29 wherein the energy
conversion device is electrically coupled to the second
electrical storage mechanism through the power supply to charge
the second electrical storage mechanism at the second voltage
during a time that the electric motor drives the at least one
drive wheel, during a time that the engine drives the at least

one drive wheel, and during a time that both the engine and the electric motor drive the at least one drive wheel.

35. (New) The hybrid vehicle of claim 29 wherein the power supply comprises a voltage reducer and the first electrical storage mechanism is electrically coupled to the second electrical storage mechanism through the voltage reducer to charge the second electrical storage mechanism at the second voltage from power received from the first electrical storage mechanism at the first voltage.